



**LORDSTOWN™**

**APPLICATION FOR  
CERTIFICATION  
2023 Model Year**

**PART 1**

**PLEVT00.07NY**

# APPLICATION FOR CERTIFICATION

## Part 1

### 2023 Model Year

**Durability Group:**  
PLEVEEVNNEV1

**Evap. Family:** Not Applicable

**Test Group:** PLEVT00.07NY

**Durability Group Description:** Battery Electric Vehicle

**Test Group Description:** LDT

**Application Standards**

Federal: Tier 3 Bin 0

California: LDT ZEV  
50 states

**Vehicles Covered**

ENDURANCE (AWD, BEV) (50 state)

**Vehicle Tested:**

Charge Depletion Test #	PLEV10077084 UDDS
	PLEV10077085 HWY

**Range Test Procedure:**

The Multi-Cycle Range and Energy Consumption Test (MCT) SAE J1634 test procedure consists of four UDDS cycles and two HWFET cycles in a specified sequence including mid-test and end-of-test constant speed “depletion phases” Constant speed performed at 55 mph.

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## Communication

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### 1.0 Correspondence and Communications

#### 1.10 Mailing Information

Name and Address of the person to whom the Certificate and the Executive Order should be mailed:

Lordstown EV Corporation  
Darren Post  
VP of Engineering  
38555 Hills Tech Drive  
Farmington Hills, MI 48331

Corporate Name and Address that should appear on the Certificate of Conformity and on the Executive Order

Lordstown EV Corporation  
38555 Hills Tech Drive  
Farmington Hills, MI 48331

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## **Certification Information and Responsible Official**

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## **2.0 Confidential Information**

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### **3.70 Procedure to Determine Mass Emissions of Fuel Fired Heater**

Not applicable since Fuel Fired Heater not offered for this vehicle by Lordstown Motors.

### **3.80 Special Test Instructions:**

1. Equipment
2. Safety warnings
3. Installation guide
4. Driver's guide for the Multi-Cycle Test (MCT)
5. Vehicle settings for the MCT
6. Uninstallation guide



Figure 1. Endurance running on a dynamometer

1. Lordstown will provide 2 Hioki current clamps (CT6846-05), 2 current clamp cable extenders (CT9902), 1 breakout box (made by Lordstown) with Hioki current clamp(CT6863-05), and 2 voltage probes (+,-) inside, 4 Hioki banana branch patch cords, and 1 Hioki Power Analyzer (PW3390).
2. One 10mm socket, one socket extender, and one ratchet are required from the garage.

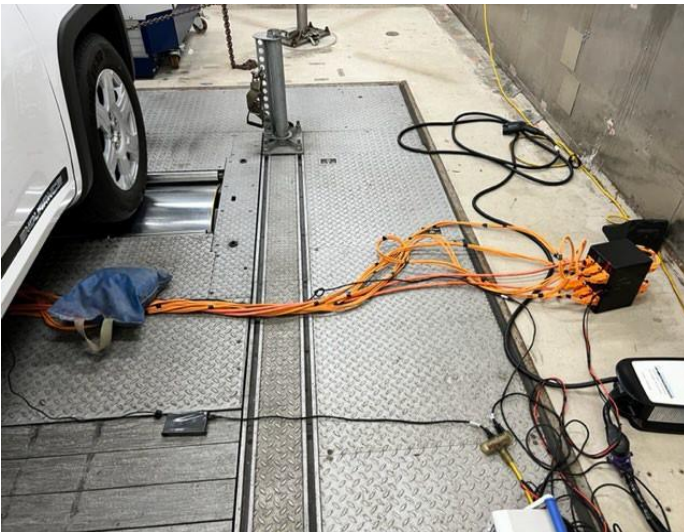


Figure 2. Breakout box and cables



Figure 3. Breakout box cables

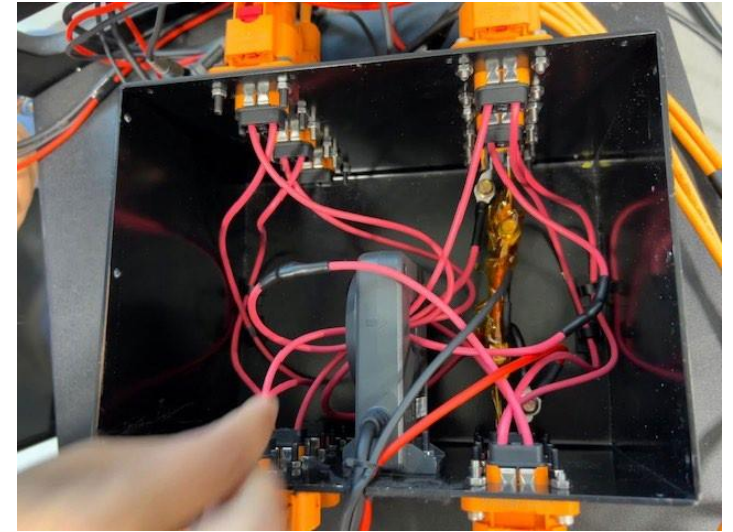


Figure 4. Inside of the Breakout box

3. Current clamps are used to measure the DC current output from the High Voltage (HV) battery to all 4 inverters. One clamp for the 2 front inverters and one clamp for the two rear inverters.
4. The breakout box measures the total DC current from the HV battery to DCDC (APM), AC compressor, Cabin Heater, Battery Heater, and On-Board Charging Module (OBCM). The breakout box also measures the voltage of the HV battery through the voltage probes inside.
5. The breakout box is needed because the positive and negative wires of each of those components are wrapped in one cable. The breakout box separates those cables into positive and negative wires. The current clamp inside the breakout box is clamped over all 5 positive wires with the current convention of negative current flow out of the battery to those components (discharge).
6. The current clamp inside the breakout box is integrated with the box and cannot be separated. In case a different clamp is needed for measurement, it will need to have a hinge that allows opening and close around the wires.
7. The voltage probes inside the breakout box are attached to the OBCM terminals.
8. Banana branch patch cords are used to jump HV battery voltage measured to other channels of the power analyzer.
9. The PW3390 Hioki Power Analyzer requires 30 mins to warm up.

1. People who will be performing the operations and procedures mentioned in this document should be properly trained and qualified for High Voltage vehicles.
2. Appropriate personal protection equipment (PPE) should be worn throughout the installation and uninstallation process.
3. Installation and uninstallation should only be done when the vehicle is completely shut off and the 12V battery disconnected.
4. Breakout box should stay closed throughout the test.
5. Cables and wires should be clear from the driver's entry and exit path of the vehicle.
6. Safety risks:
  - Electrocution
  - Electric shock
  - Burns
  - Loss of consciousness or loss of muscle control
  - Death

1. Installation environment
2. Setting up the Hioki Power Analyzer
3. Vehicle shutoff procedure and 12V battery disconnection
4. Installing the current clamps
5. Connecting the breakout box to the vehicle
6. Re-connecting the 12V battery and starting the vehicle

1. It is recommended to install the instruments after the vehicle has been tied down on the dyno to avoid moving the vehicle with breakout box cables hanging on the ground. However, this will require the installer to lay underneath the vehicle and complete the installation in a tight space.
2. If installing the instruments on the dyno is not feasible. Use wheel dollies to move the vehicle after instruments are installed and make sure no cables or connectors are scraping the floor.
3. The complete installation time is around 30 to 45 minutes if performed with the vehicle on the dyno.



Figure 5. Cables hanging on the floor after connection



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1. Turn the Hioki Power Analyzer at least 30 mins before the start of the test to let it warm up properly.
2. Connect each current clamp with a cable extender. Connect the other side of the extender to the power analyzer.
3. Connect the front current clamp to channel 1 and the rear current clamp to channel 2.
4. Connect the current sensor cable (12-pin) from the breakout box to channel 3. Connect the red and black voltage cables from the breakout box to the Hioki channel 3 banana adapters.
5. After Hioki is powered on. Hit the “0 ADJ” button on the Hioki to conduct zero adjustments.
6. The desired Hioki measurement setting has been set to default; no adjustment is needed. (Refer to Pg.25 and 26 for specific settings.)
7. See the next page for a completed power analyzer connection.



Figure 6. Power analyzer and current clamps





Figure 7. Power analyzer connection

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1. The complete Hioki Power Analyzer startup sequence is below:
  - Step 1: Turn on the power analyzer
  - Step 2: Go to the measurement screen
  - Step 3: Start zero adjustment
  - Step 4: Confirm zero adjustment
  - Step 5: Start recording data
2. Start/Stop button in green means the power analyzer is recording data.

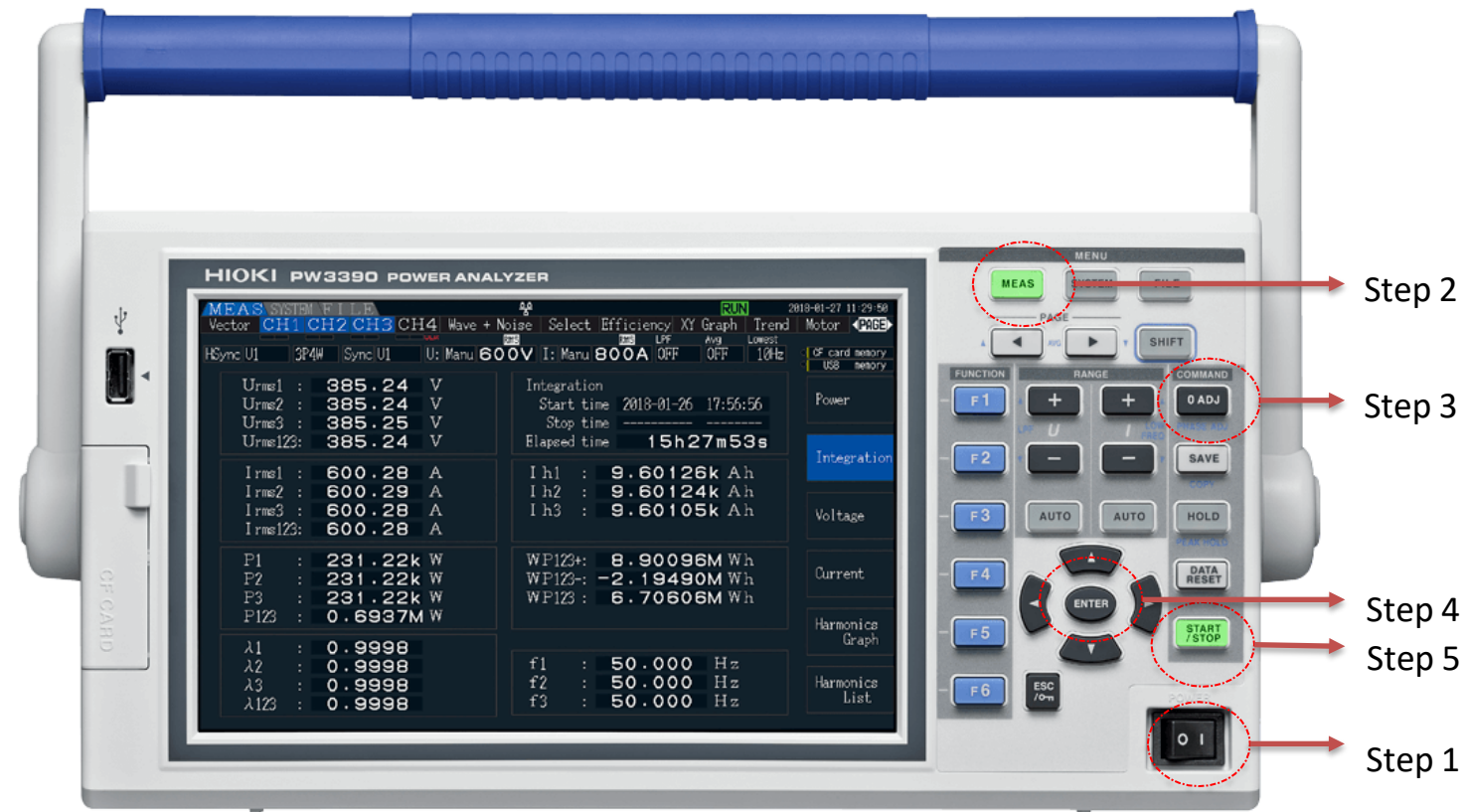


Figure 8. Power analyzer starting sequence

1. Open driver's door.
2. Make sure the start/stop button light is off, if not, push it to turn off the vehicle.
3. Pull the hood latch lever inside the cabin twice. This action will wake up the vehicle.
4. Wait until the red light on the gear selector and the blue light on the cabin air recirculation are both turned off.
5. Exit the vehicle and leave the driver's door open.
6. Open the hood, there is no hood release latch outside the vehicle.
7. Remove the 12V battery cover.
8. Use a 10mm socket and ratchet to remove the positive cable. Slightly pull the positive cable out so it will not touch the terminal by accident.
9. Now the vehicle is completely shut off and ready to install the current and voltage measuring instrument.

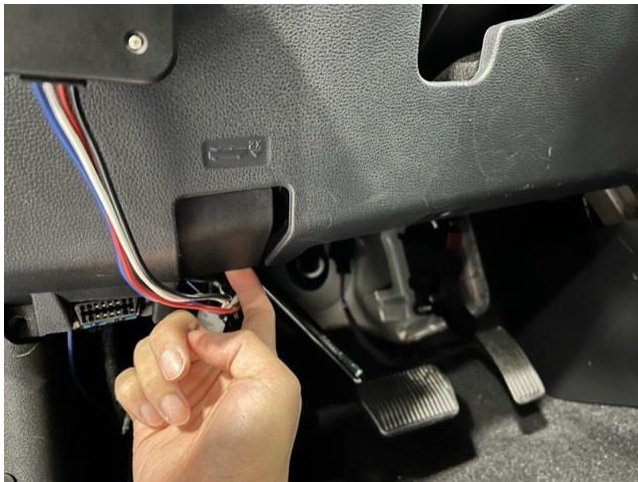


Figure 9. Hood latch lever

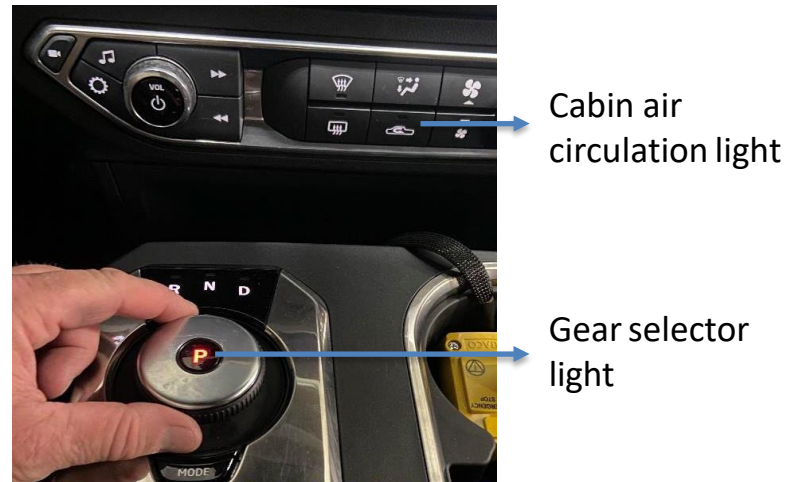


Figure 10. Gear selector and cabin air circulation lights



Figure 11. 12V battery location



Attaching the current clamp on the HV battery to the front inverter cables.

1. Attach the current clamp on the two cables shown below. Blue arrows indicate which wires to clamp and the current convention during recharge. Matching the arrow on the clamp with a blue arrow will generate positive current readings during battery recharge.
2. Slide up the lock button on the side of the current clamp handle to lock the hinge.

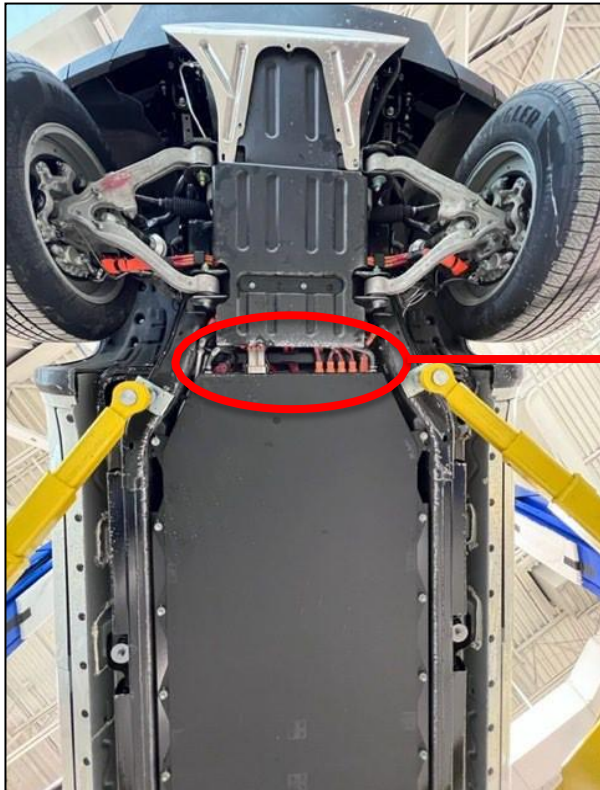


Figure 12. Location of the HV battery to front inverter cables

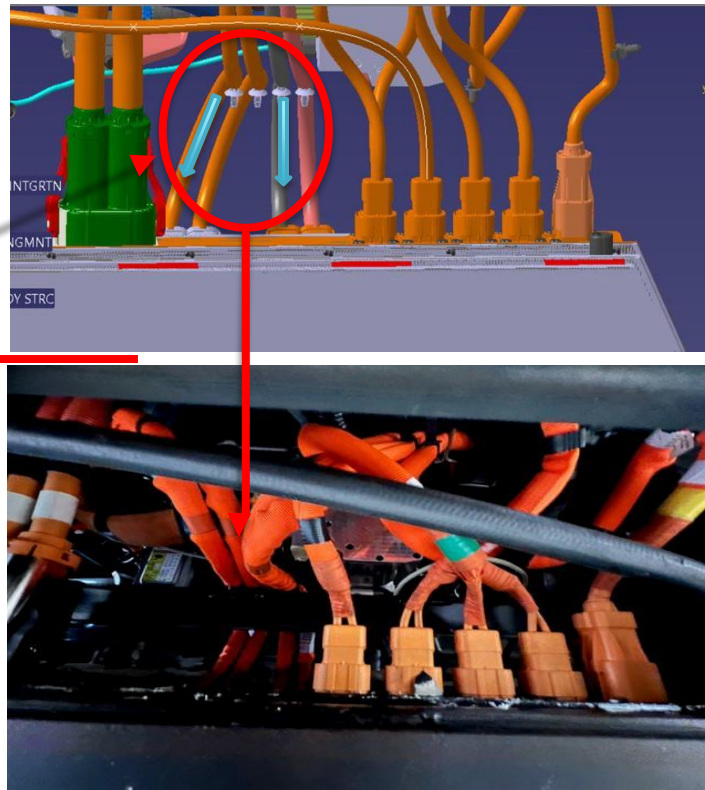


Figure 12. Cables to attach the front clamp



Figure 13. Clamp on the front cables

Attaching the current clamp on the HV battery to the rear inverter cables.

1. Attach the current clamp on the two cables shown below. Blue arrows indicate which wire to clamp and the current convention during recharge. Matching the arrow on the clamp with blue arrows will generate positive current readings during battery recharge.
2. Slide up the lock button on the side of the current clamp handle to lock the hinge.



Figure 12. Location of the HV battery to rear inverter cables

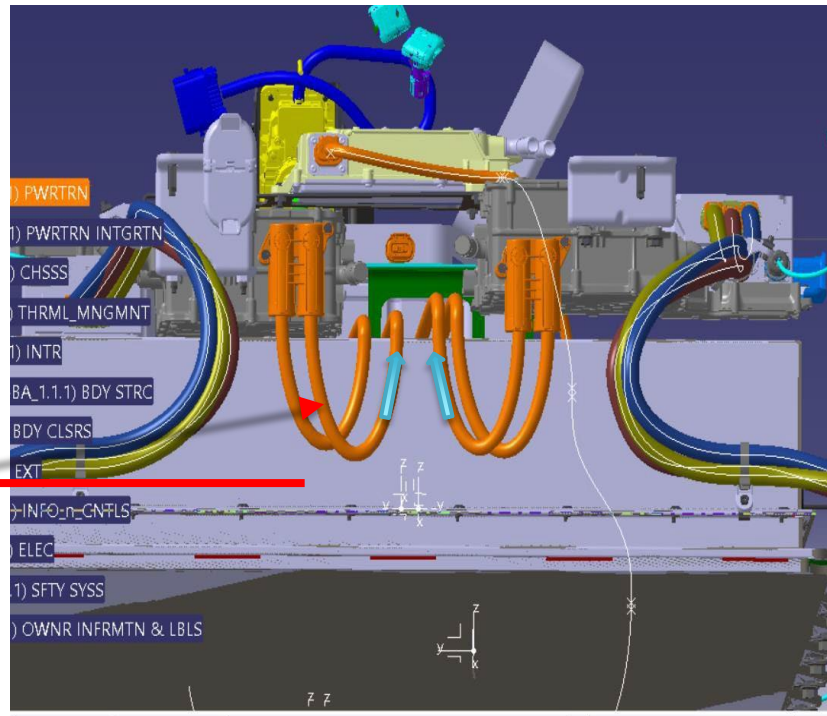


Figure 13. Cables to attach the rear clamp

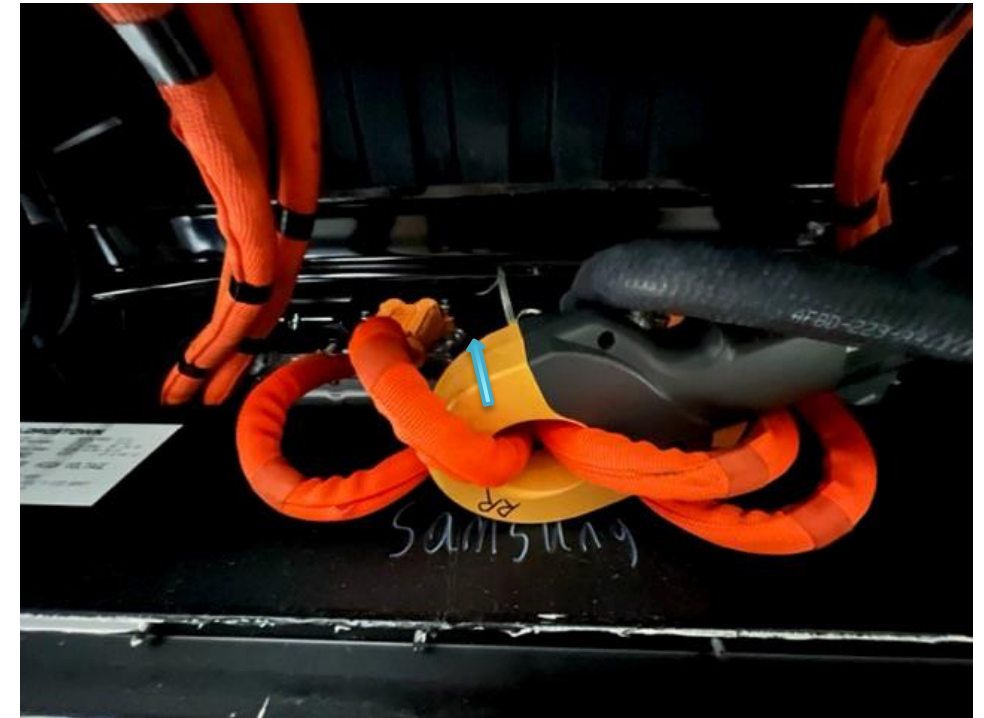


Figure 14. Clamp on the rear cables



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1. There are 5 HV auxiliary connectors that need to be disconnected from the HV battery and re-routed to the breakout box. They are located next to the front inverter cables.
2. First, disconnect the OBCM connector from the HV battery. Figure 17 shows the vehicle side OBCM female connector and the process of unplugging it. The red arrows show the direction to pull and press.

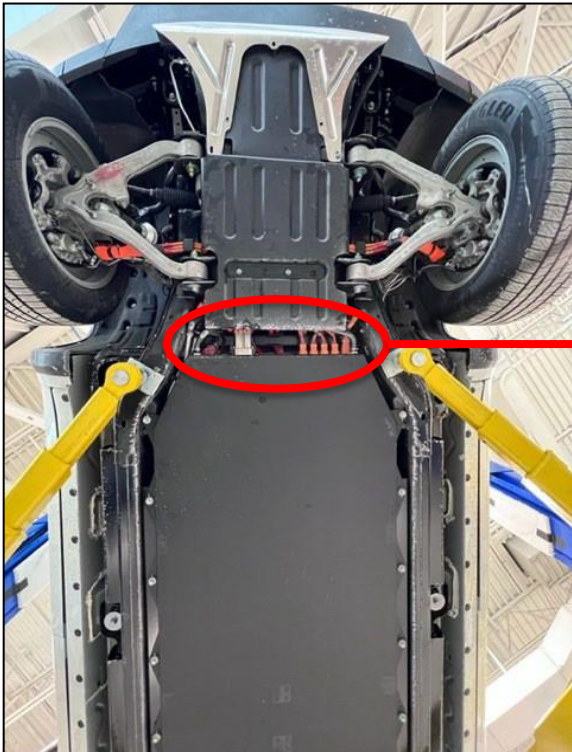


Figure 15. Location of the 5 HV auxiliary connectors

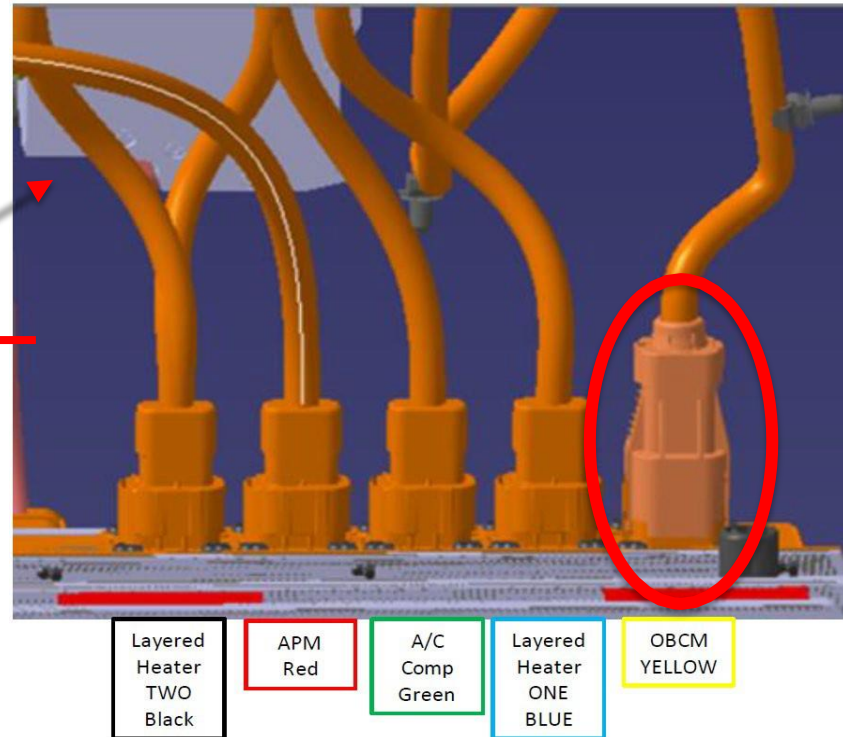


Figure 16. Description of each connectors

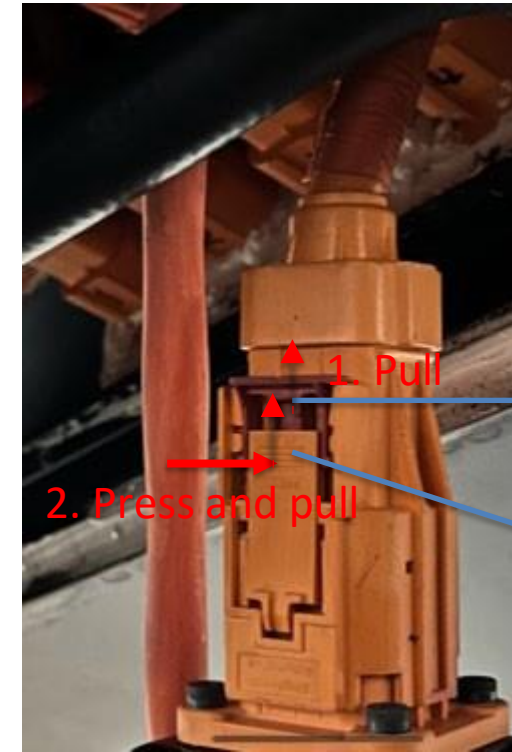


Figure 17. OBCM connector disconnection guide

1. First pull the red pin all the way back
2. Then press here while pulling the connector out.

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3. Connect the vehicle side female connector you just pulled out to the breakout box side OBCM male connector (yellow labeled). After they are connected, push in the red pin on the vehicle side female connector to secure the connection. (Figure 19)
4. Connect the breakout box side OBCM female connector to the vehicle HV battery side male connector. Push in the red pin on the breakout box side OBCM female connector to secure the connection.
5. Figure 18 shows all the male and female connectors from the breakout box.



- Breakout box side OBCM male connector. 
- Breakout box side OBCM female connector. 



Figure 18. Male and female connectors from breakout box side **CONFIDENTIAL**



Figure 19. Red pin on the female connector

Push in to secure the connection (This picture is showing the pin already pushed in)



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6. Repeat the same process for the blue, green, red, and black connectors. The only difference is these female connectors do not need to be pressed when disconnecting. You only need to pull back the red pin before pulling the connector out and push back the red pin after the connection.

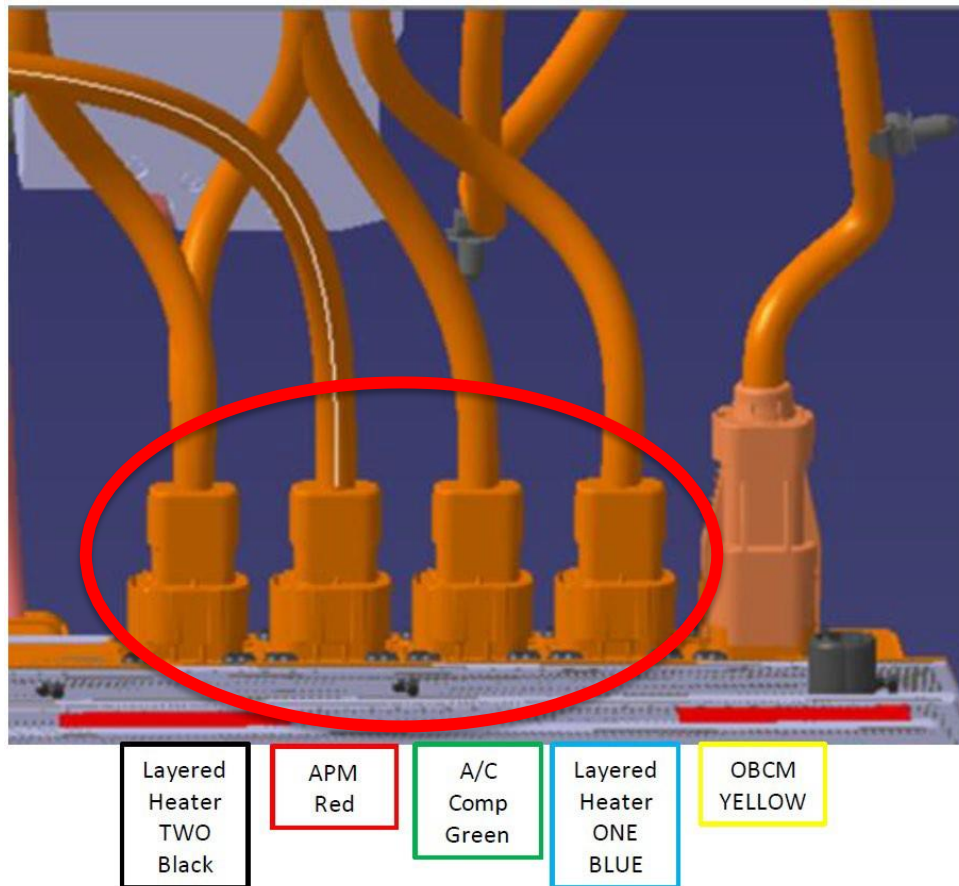


Figure 20. Description of each connectors



Only red pin, no pressing required

Figure 21. Female connector for DCDC, AC compressor, Cabin Heater, and Battery Heater



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7. Here is a picture showing the completed breakout box to vehicle connection.



Figure 22. All break out box connectors connected to the vehicle

**CONFIDENTIAL**

1. Re-attach the positive cable on the 12V battery positive terminal. Use the ratchet to fasten the bolt to secure the connection.
2. Close the hood.

### Driving the MCT test

1. Run both constant speed sections of MCT at 55 mph.
2. End the first constant speed section after 3 hours 25 minutes (not including a soak in between). The vehicle should be at about 18% State of Charge.
3. Use cruise control for the first constant speed section (CSC1).
4. Do not use cruise control for the second constant speed section (CSC2). Cruise control is disabled at 10% SOC.
5. After the MCT test is finished, **the vehicle will be immobilized with the parking brake on due to the battery being completely drained**. It is recommended to fully recharge the vehicle on the dyno. If that is not feasible, use vehicle dollies on the two rear wheels to move the vehicle off the dyno and charge.

### Vehicle turn-on/off procedure

1. Endurance uses a regular transponder key fob.
2. Once inside, press the brake pedal and push the Start/Stop button to start the vehicle.
3. While pressing the brake pedal, rotate the gear selector to shift into Drive, Reverse, or Neutral. Press P to shift into Park. See figure 23 for the gear selector and parking brake location.
4. Parking brake automatically applies when the vehicle shifts into Park.
5. **Parking brake button must be pressed every time the vehicle shifts out of Park to disengage the parking brake.**
6. To shut off the vehicle (aka sleep mode), first shift into Park, then press the Start/Stop button to power off the vehicle.
7. Exit the vehicle, make sure all doors are closed, then hit the lock button on the key fob to lock the vehicle. The vehicle will then go into sleep mode.



Figure 23. Gear selector and parking brake

### Dyno Mode

1. Endurance does not require a Dyno mode to run on a dyno.

### Vehicle setting through the screen

1. No setting needs to be set or adjusted on the center touch screen.

All vehicle settings should be checked before the driver starts the dynamic sections or constant speed.

1. Light

- Turn the light switch knob (located on the left side of the steering column) to the location shown in the picture below, then turn counterclockwise slightly.
- Verify the front lights, daytime running lights, and orange marker lights are off.

2. HVAC

- Push the “Fan Down” button until the fan is off.
- Make sure the A/C knob and the Max A/C button indication lights are off (no blue lights).



Figure 24. Exterior light control knob



Figure 25. Blower control buttons

### Cruise Control for constant speed section 1.

1. The cruise control buttons are located on the left spoke of the steering wheel.
2. Press button No.1 to activate the cruise control.
3. Press button No.2 to set the cruise control speed. Press button No.2 or No.3 to speed up or slow down, respectively.
4. Press button No.1 or press on the brake pedal to deactivate the cruise control.



Figure 26. Cruise control buttons



## Charging

1. Charging can only start when the vehicle is unlocked and powered on (blue light showing on the Start/Stop button).
2. The charge port is located at the center of the front fascia.
3. Push on the lid to open the charge port door and unplug the rubber protective covers.
4. With a charging cable inserted, the charge port light will illuminate depending on the status of the charge.

## Charge Port Light

- No LEDs illuminated when charging is not in progress.
- When the charge plug is connected to the vehicle, the charge port LEDs shall illuminate solid blue to indicate initialization is in progress.
- When the charge plug is connected to the vehicle and AC/DC charging has started, LEDs shall transition from solid blue to blinking blue to indicate charging is in progress.
- When charging is complete, LEDs shall be solid green to indicate charging is complete.
- Red LED will indicate a fault in the charging process.



Figure 27. Charging port and lights



After the test is completed:

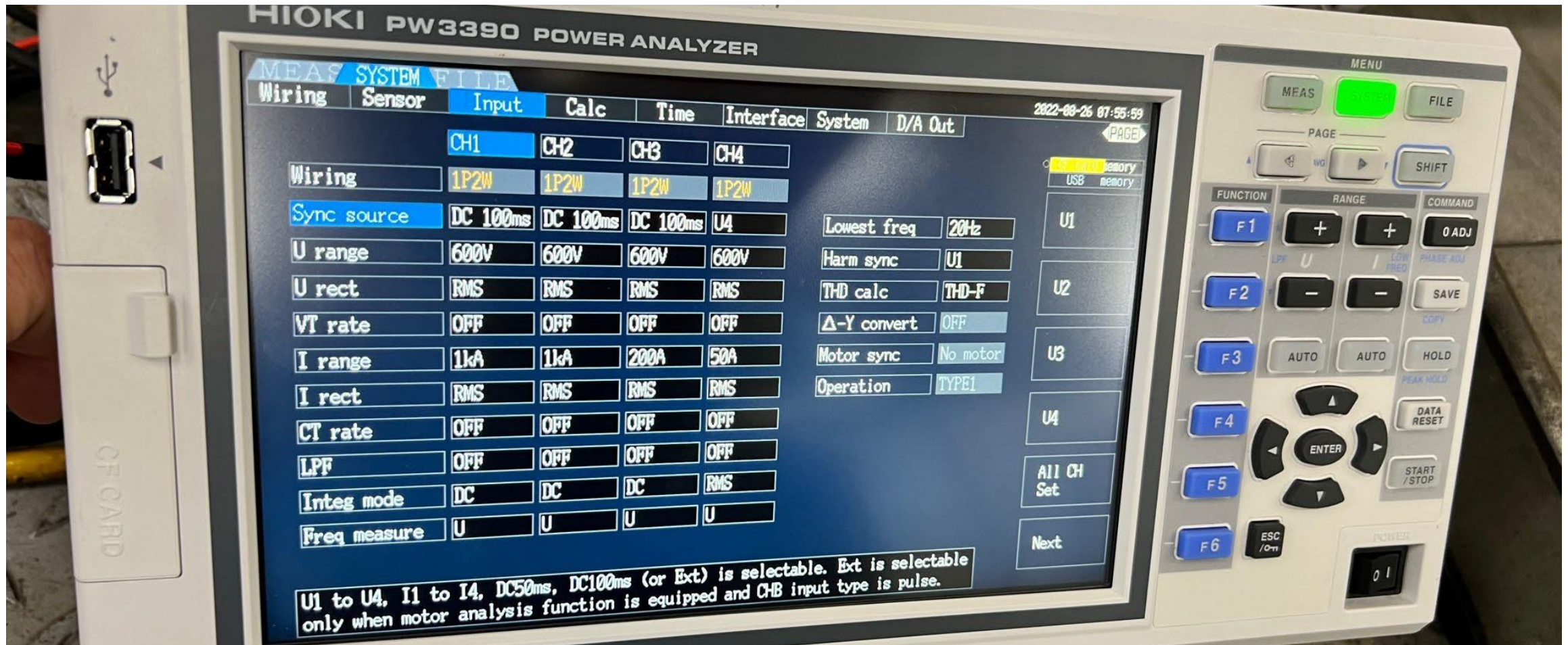
1. Hioki Power Analyzer: press the START/STOP button to stop recording.
2. Follow the same power off and 12V battery disconnecting procedure as mentioned in the installation procedure.
3. Detach the Hioki current clamps from the vehicle.
4. Disconnect the current clamps from the extension cords.
5. Disconnect the extension cords from the power analyzer.
6. Disconnect the breakout box female and male connectors from the vehicle.
7. Re-connect the 5 auxiliary vehicle male connectors back on the vehicle HV battery female connectors. Remember to push back in the red pin on the male connectors to secure the connection.
8. Re-connect the 12V battery positive wire and fasten the bolt.

## POWER ANALYZER SETTING 1 OF 2





## POWER ANALYZER SETTING 2 OF 2



## 4.0 Test Group Description

## 5.0 Durability Group Description

Durability Group Name:	PBGREEVNNEV2
Combustion Cycle:	N.A.
Engine Type:	Electric Motors
Fuel Used:	Electricity
Basic Fuel Metering System:	N.A.
Catalyst Construction:	N.A.
Battery Manufacture:	Refer Section 11.30
Battery Chemistry:	Refer Section 11.30
Battery Capacity:	Refer Section 11.3.1
Battery Self Discharge Information:	Refer Section 11.3.2
Battery Thermal System:	Refer Section 11.3.3
Battery Disposal Plan:	Refer Section 11.3.5
Battery Construction:	Refer Section 11.30
Durability Vehicle:	

## 6.0 Evaporative/Refuelling Family

Not Applicable

## 7.0 OBD System Description

Not Applicable

## 8.0 AECD Description

Not Applicable

## 9.0 Maintenance

### 9.10 Test Vehicle Scheduled Maintenance:

Not applicable (same as "Recommended Customer Maintenance Schedule" in next section 9.20).

## 9.20 Recommended Customer Maintenance Schedule

The Maintenance Schedules and the required maintenance intervals are located in the Owner's Manual and Warranty and Service Booklet.

## 9.30 Lubricants and heater fuels, if any

Fuel Fired Heater is not applicable on this vehicle.

# 10.0 Vehicle Emission Control Information (VECI) and Fuel Economy and Environment Labels

## 10.10 VECI Label Locations:

The Vehicle Emissions Control Information label (VECI) is on the hood's underside. Below is this vehicle's VECI label.

Label according to 40 CFR § 86.1807-01

## 10.20 VECI Label



## 10.30 Fuel Economy and Environment Label

The Fuel Economy Label is installed on the driver side rear door window. The Monroney Label now includes the EPA/DOT Fuel Economy and Environment Section (GHG, Smog Rating) based on the template published by EPA in May 2011. See attachment for label template to be used for this vehicle (The real FE label for this vehicle is not available at this time). The California Environmental Performance Label will be included on the vehicle.



## 10.40 Derived 5-cycle MPG and MCT Calculations

# EPA EV Multicycle Calculator (SAE J1634 Oct 2012)

Manufacturer: Lordstown

As used by EPA laboratory

Carline:

Model Year 2023

D.Good March 8, 2016

Vehicle Endurance

Test Number

Comments: **55mph constant with cruise control for SS1, road speed fan, 45 psi, 3rd UDDS starts at 18% SOC**

Lab TRC Inc

Test Date

Cycle	Energy (Wh)	Distance (mi)	ECdc_cyc	Kuwgt	Kwgt	Recharge AC WattHrs	Xhr, min
UDDS1	2944.81	7.43	396.34	99.09	11.45	121273	
UDDS2	2773.82	7.42	373.83	93.46	121.01		
UDDS3	2671.48	7.40	361.01	90.25	116.86		
UDDS4	2634.27	7.44	354.07	88.52	114.61		
HWY1	3976.74	10.28	386.84	193.42			
HWY2	3770.35	10.27	367.12	183.56			
SS1	75367.4	190.62	395.38				
SS2	7755.86	19.66	394.50				
<b>TOTAL</b>	<b>101894.73</b>	<b>260.520</b>					

K-Factors	UDDS1	UDDS2	UDDS3	UDDS4	HWY1	HWY2
Unweighted	0.250	0.250	0.250	0.250	0.500	0.500
Weighted	0.029	0.324	0.324	0.324	NA	NA

Results	Range (mi)	AC Wh/mi	MPGe	kWh/100mi	EPA version kWh/100m
UDDSu	274.42	441.93			
UDDSw	279.98	433.15	77.8142	43.3 7	43.31471
HWY	270.29	448.68	75.1209	44.8 7	44.86768

## **10.50 Statement of Compliance**

This vehicle conforms to US EPA Tier 3 Bin 0 vehicle regulations applicable to 2023 model year new motor vehicles and to California regulations applicable to 2023 model year new ZEV light duty trucks.

Lordstown Motors states that in regard to the vehicle's control systems and all related parameters the production vehicles will be identical to the test vehicle that was used for certification testing.

The vehicles (BEV) comply with all the requirements of § 86.1829-15 instead of submitting test data. Tailpipe emissions of regulated pollutants from vehicles powered solely by electricity are deemed to be zero.

Emission Compliance Statements (in lieu of conducting emission testing) These BEV comply with all the testing requirements of Part 86, subpart S.

## **10.60 Emission Testing Waiver Statement**

## **10.70 Certification Short Test (CST), High Altitude Testing and Idle CO Testing Waiver Statement**

# **11.0 General Technical Descriptions**

## **11.10 Description of Propulsion System**

The propulsion system consists of four in-wheel electric hub motors, a rear and front inverter, and a high-voltage battery pack.

## **11.20 Description of Motors**

### **Motors**

Four in-wheel electric hub motors, surface mounted permanent magnet with concentrated wire winding

## **11.30 Description of Battery**

The vehicle is equipped with a liquid-cooled lithium-ion high voltage battery that is used to power the electric powertrain systems and the vehicle electrical system.



### **11.3.1 Battery Charging Capacity**

Nominal Battery Capacity 315 Ah

### **11.3.2 Self-discharge information**

### **11.3.3 Description of the thermal management system**

### **11.3.4 Definition of end-of-life**

The battery end of life is described as approximately 70% remaining capacity  
Canter with proper inspection and test methods.

The battery is warranted for 8 years, 100 K miles (whichever occurs first).

### **11.3.5 Description of the battery disposal plan**

Lordstown Motors highly recommends that all battery packs be taken to Lordstown Motors service facilities so that they can be recycled in a safe and efficient manner. If disposing independently, without return to Lordstown Motors, then the owner must assume responsibility for recycling in a safe and legal manner. If an owner does assume this responsibility, Lordstown Motors recommends consulting with the appropriate local, state or federal authorities to determine the appropriate methods for disposal and recycling. Keep in mind that disposal regulations may vary dependent on location. All batteries removed from the vehicle will be collected by any dealer and recycled as per the manufacturer's instructions. As for defective lithium-ion batteries, they must be stored in fire-resistant containers, and then they can be transported to a designated recycling facility.

## **11.40 Description of Controller/Inverter**

**Inverter:**

## **11.50 Description of Transmission**

N/A

## **11.60 Description of climate control system**

### **11.6.1 HV Heater + LV PTC cabin Heater**

### **11.6.2 (Reserved)**

### 11.6.3 Climate control system logic

The system has no automatic mode

For Manual modes, choose any combination of air direction to defrost, face, foot, or any combination.

Blower speed can be manually adjusted in speeds from 0% to 100%.

Recirculation can be chosen between 2 states: fresh air (fan only) and full recirculation.

There are 2 special manual modes:

Max cooling - blower speed is at maximum; airflow is user setup and recirculation is activated. The vehicle is cooling without limit (the minimum possible theoretical temperature on air vents is 5°C).

Defrost – blower speed is at maximum, airflow is defrosting + demister vents, the vehicle is heating + full recirculation of air.

## **11.70 Description of Regenerative Braking System**

The Regenerative Braking System is a system that uses the generated mode of electric motors and allows energy recovery. Apart from extending vehicle range, the regenerative braking system also causes less wear on hydraulic brake pads and discs.

### **11.7.1 Control logic**

The vehicle is equipped with a regenerative braking system in which the regenerative braking energy is captured and stored back into the battery pack when decelerating.

### **11.7.2 Percentage of braking performed on road by each axle**

## **11.80 Description of the on-board charger**

### **11.80.1 Power recharging procedures**

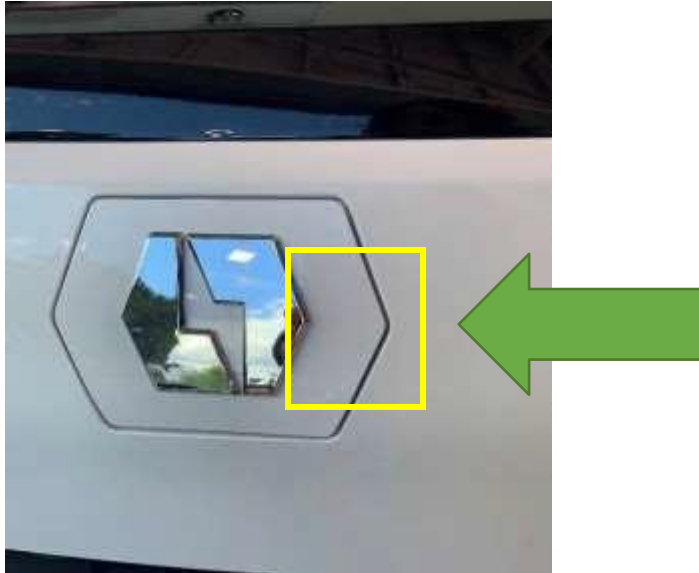
#### **Charging socket**

The charging socket is located on the front of the vehicle. The charging socket is allowing the vehicle to be AC and DC charged.

The charging socket is covered by a charging lid. The charging lid is a mechanical door that when closed prevents water, dirt, or unwanted access to the charging socket.

To open the charging lid to gain access to the charging socket user must push the charging lid door with most of the pressure on the right side of the door.

Closing is also done manually by closing the lid and pressing the right side of the flap until “click” (green arrow).



There is an additional protective cover over the charging socket to protect the socket from water and dirt.

To charge the vehicle, the user must plug in the cable to the charging socket.

While the cable is in the charging socket the vehicle powertrain cannot be engaged and no other gear than P can be selected.

The charging socket can detect a cable that is connected even if the cable is not connected to the working outlet on the other end.

**To start normal charging:**

1. Set the P (Park) position switch to place the vehicle in the park position and apply the parking brake.
2. Open the charge port lid of the vehicle.
3. Connect the charger connector (available in the trunk) to the charge port.
4. Connect the power plug to the mains electricity.

The LED on the charger cable notifies the correct functioning of the product and warns of any faults.

- Red light: Fault
- Blinking blue light: charge
- Solid Blue light: charge completed, maintenance.

During charging, the sophisticated dynamic protection system prevents overheating and short circuits, for guaranteed safety.

**To stop normal charging:**

- When the car is completely charged, remove the charge connector from the charge port.
- Properly store the charger in the bag in the frunk.
- Install the rubber protective covers.
- Close the charge port lid.

**Charging settings**

While the vehicle is charging user is presented with the charging screen on the central display showing the state of charge percentage.

**11.80.2 Power requirements necessary to recharge the vehicle**

Level 1 (110V/15A) = <15 hr.

Level 2 (220V/30A) = <6 hr.

Level 2 (220V/50A) = <5 hr.

150kW: <45Min

All charging time estimation are performed, (20-80)% of our HV Battery Pack.

**11.90 Accessories that draw energy from the batteries****11.9.1 Other unique features (e.g. solar panels)**

Not Available

**11.9.2 Description of warning system(s) for maintenance/malfunction****11.9.3 Cut off terminal voltages to prevent battery damage**

The control electronics inside of the Power Distribution Unit are programmed not to allow the voltage of the battery above or below voltage limits.

**12.0 Starting and Shifting Schedules****12.1 Starting Procedure****12.2 Shifting Procedure**

This vehicle uses a rotary dial to select transmission direction (choose “D” for Drive or “R” for Reverse) and since the vehicle does not have a gearbox, there is no shift schedule.

### **13.0 Description of Vehicles Covered by Certification**

### **14.0 Additional Information**

#### **14.1 EPA filing Fee Form**

# US EPA Fee Form

[Help and EPA Instructions](#)

\* Required Field

## General Information

Date: 09/26/2022

Process Code \*

Submit New Fee Filing Form

Manufacturer Code \*

LEV

Manufacturer Name \*

Lordstown EV Corporation

Contact Name \*

Tieara McPherson

Contact Email Address \*

Tieara.McPherson@lordstownmotors.com

Contact Phone \*

(228) 249-1566

Calendar Year complete application submitted  
to EPA \*

2022

**PLEASE NOTE: These fees apply to complete certification applications received by EPA from January 1, 2022, through December 31, 2022. The applicable fee is determined by the calendar year in which the complete certification application is received, not the model year.**

Engine Family / Evaporative Family / Test Group

\*

PLEVT00.07NY

## Certificate Request Type (Industry Sector Code)

### Certificate Request Type \*

- ☒ On-Highway LDV, LTD, MDVPV, HDV Chassis Cert (Federal) (A, B, D, J, T, V)
- ☐ On-Highway HDE Dyno Cert (Federal) (E, H)
- ☐ On-Highway LD ICI, MDPV ICI, HDV ICI (A, B, D, J, T, V)
- ☐ On-Highway Motorcycle (C)
- ☐ On-Highway HDV Evap (F)
- ☐ On-Highway LDV, LTD, MDVPV, HDV Chassis Cert (California-Only) (A, B, D, J, T, V)
- ☐ On-Highway HDE Dyno Cert (California-Only) (E, H)
- ☐ Nonroad CI (L)
- ☐ Nonroad SI (B, S)
- ☐ Locomotive (G, K)
- ☐ All Nonroad Recreational, excluding Marine engines (X, Y)
- ☐ All Marine (Including IMO) (M, N, W)
- ☐ Component Certification for Evaporative Emissions (P)

### IMO Name (Required for dual US/IMO Marine Only)

### ICI VIN Number (Required for ICIs Only)

### Do you qualify for a Reduced Fee? \*

## Payment Information

### Amount Owed



Payment Type \*

Offline ACH

## Comments

Pay.gov Tracking ID: 271PSMIO

EPA Form Number 3520-29

OMB Control No. 2060-0545

Approval expires 12/31/2022

The public reporting and recordkeeping burden for this collection of information is estimated to average 12 minutes per response. Send comments on the Agency's need for this information, the accuracy of the provided burden estimates, and any suggested methods for minimizing respondent burden, including through the use of automated collection techniques to the Director, Collection Strategies Division, U.S. Environmental Protection Agency (2822T), 1200 Pennsylvania Ave., NW, Washington, D.C. 20460. Include the OMB control number in any correspondence. Do not send the completed forms to this address.

The content of this document may contain Sensitive But Unclassified (SBU) data and/or Controlled Unclassified Information (CUI).

## **15.0 EPA Certificate Summary Information Report**

## Certification Summary Information Report

<b>Manufacturer</b>	Lordstown EV Corporation	<b>Manufacturer Code</b>	LEV
<b>Test Group</b>	PLEVT00.07NY	<b>Evaporative/Refueling Family</b>	--
<b>Certificate Number</b>	--	<b>CARB Executive Order #</b>	--
<b>Certificate Issue Date</b>	--	<b>Certificate Revision Date</b>	--
<b>Certificate Effective Date</b>	--	<b>Conditional Certificate</b>	--
<b>CSI Revision #</b>	--	<b>CSI Submission/Revision Date</b>	10/17/2022 07:44:25 PM
<b>Model Year</b>	2023		

<b>Test Group Information</b>									
<b>CSI Type</b>	Update for Correction	<b>Running Change Reference Number</b>	--						
<b>GHG Exempt Status</b>	Small Business Administration Exemption								
<b>Drive Sources and Fuel(s)</b>									
<b>Drive Source #1:</b>	Electric Motor								
	<table border="1"> <tr> <th>Fuel</th><th>Basic Fuel Metering System</th><th>Lean Burn Strategy Indicator</th></tr> <tr> <td>Electricity</td><td>--</td><td>--</td></tr> </table>	Fuel	Basic Fuel Metering System	Lean Burn Strategy Indicator	Electricity	--	--		
Fuel	Basic Fuel Metering System	Lean Burn Strategy Indicator							
Electricity	--	--							
<b>Hybrid Indicator</b>	No								
<b>Multiple Fuel Storage</b>	--	<b>Rechargeable Energy Storage System Indicator</b>	Yes						
<b>Multiple Fuel Combustion</b>	--	<b>Off-board Charge Capable Indicator</b>	Yes						
<b>Fuel Cell Indicator</b>	No	<b>EPA Vehicle Class</b>	LDT4						
<b>Federal Clean Fuel Vehicle</b>	Yes	<b>Federal Clean Fuel Vehicle Standard</b>	ZEV						
<b>Federal Clean Fuel Vehicle ILEV</b>	No	<b>California Partial Zero Emissions Vehicle Indicator</b>	No						
<b>Durability Group Name</b>	NBGREEVNNEV2	<b>Durability Group Equivalency Factor</b>	0.1						
<b>Reduced Fee Test Group</b>	No	<b>Certification Region Code(s)</b>	FA, CA						
<b>Complies with HD GHG 2b/3 regulations?</b>	No								
<b>Introduction into Commerce Date</b>	10/27/2022	<b>CAP2000 Conditional Certificate?</b>	N/A						
<b>Independent Commercial Importer?</b>	--	<b>Alternative Fuel Converter Certificate?</b>	--						
<b>SFTP Federal Composite Compliance Identifier</b>	Not Applicable	<b>SFTP Tier 2 Composite CO Option</b>	--						
<b>SFTP LEV-III Composite Compliance Indicator</b>	No								
<b>OBD Compliance Type</b>	CARB	<b>OBD Demonstration Vehicle Test Group</b>	PLEVT00.07NY						
<b>Test Group OBD Compliance Level</b>	Full - no deficiencies	<b>Number of Test Group OBD Deficiencies</b>	0						
<b>OBD Deficiencies Comments</b>	OBD information is placeholder, OBD not required for Electric vehicles								
<b>Mfr Test Group Comments</b>	--								
<b>Mfr Exhaust / Evap Standards Comments</b>	--								

## Certification Summary Information Report

<b>Test Group</b>		PLEVT00.07NY		<b>Evaporative/Refueling Family</b>		--				
<b>Models Covered by this Certificate</b>										
<b>Carline Manufacturer</b>	<b>Division</b>	<b>Carline</b>	<b>Certification Region Code(s)</b>	<b>Drive System</b>	<b>Trans - Type</b>	<b>- # of Gears</b>	<b>Trans - Lockup</b>			
Lordstown EV Corporation	1 - Lordstown EV Corporation	2 - Endurance	Federal	4-Wheel Drive	Automatic	1	No			
Lordstown EV Corporation	1 - Lordstown EV Corporation	2 - Endurance	California + CAA Section 177 states	4-Wheel Drive	Automatic	1	No			
<b>Engine Description</b>										
<b>Hybrid Type</b>		--		<b>Hybrid Description</b>		--				
<b>Engine Type</b>		--		<b>Mfr Engine Description</b>		--				
<b>Engine Block Arrangement</b>		--		<b>Mfr Engine Block Arrangement Description</b>		--				
<b>Camless Valvetrain Indicator</b>		--		<b>Oil Viscosity/Classification</b>						
<b>Number of Cylinders/Rotors</b>		--		<b>Mechanically Variable Compression Ratio Indicator</b>		--				
<b>After Treatment Device(s) (ATD)</b>										
<b>Mfr After Treatment Device (ATD)</b>										
<b>Comments</b>		--								
<b>Direct Ozone Reduction (DOR) Device</b>		--								
<b>Mfr Emission Control Device Comments</b>		--								
<b>Official Test Numbers</b>										
<b>Test Group Fuel</b>	<b>FTP</b>	<b>US06</b>	<b>SC03</b>	<b>Cold CO</b>	<b>Highway</b>	<b>EPA City Litmus Value</b>	<b>EPA City Litmus Threshold</b>	<b>EPA Highway Litmus Value</b>	<b>EPA Highway Litmus Threshold</b>	<b>CREE Weighting Factor</b>
Electricity	--	--	--	--	--	--	--	--	--	--
<b>Official Charge Depleting Test Numbers</b>										
<b>Test Group Fuel</b>		<b>UDDS</b>			<b>Highway</b>					
Electricity		PLEV10077084			PLEV10077085					

## Certification Summary Information Report

Test Group	PLEVT00.07NY	Evaporative/Refueling Family	--
Hybrid Electric Vehicle And Fuel Cell Information			
Rechargeable Energy Storage System	Battery(s)	Rechargeable Energy Storage System, if Other	--
Battery Type	Lithium Ion	Number of Battery Packs	1
Total Voltage of Battery Packs	348	Battery Energy Capacity	315
Battery Specific Energy	151.4	Battery Charger Type	On-Board
Number of Capacitors	--	Capacitor Rating (In Farads)	--
Mfr Capacitor Comments	--		
Hydraulic System Description	--		
Regenerative Braking Type	Electrical Regen Brake		
Regenerative Braking Source	Both	Driver Controlled Regenerative Braking	Yes
Mfr Regenerative Braking Description	--		
Drive Motor(s)/Generator(s)	4		
Motor/Generator Type 1	AC Induction	Rated Motor/Generator Power	96
Motor/Generator Type 2	AC Induction	Rated Motor/Generator Power	96
Motor/Generator Type 3	AC Induction	Rated Motor/Generator Power	96
Motor/Generator Type 4	AC Induction	Rated Motor/Generator Power	96
Mfr Fuel Cell Description	--		
Fuel Cell On-Board H2 Storage Capacity (kg)	--	Usable H2 Fill Capacity (kg)	--
Mfr Hybrid Electric/ Electric Vehicle			
Comments	--		

## Certification Summary Information Report

<b>Test Group</b>	PLEVT00.07NY		<b>Evaporative/Refueling Family</b>	--
<b>Emission Data Vehicle Information</b>				
<b>Vehicle ID / Configuration</b>	PPV-51 / 0		<b>Manufacturer Vehicle Configuration Number</b>	0
<b>Original Test Group Name</b>	PLEVT00.07NY		<b>Original Evaporative/Refueling Family</b>	--
<b>Original Test Vehicle Model Year</b>	2023			
<b>Vehicle Model</b>				
<b>Represented Test Vehicle Make</b>	Lordstown Motors		<b>Represented Test Vehicle Model</b>	Endurance
<b>Leak Family Details</b>				
<b>Leak Family Identifier</b>	--		<b>Leak Family Name</b>	--
<b>Drive Sources and Fuel System Details</b>				
	<b>Drive Source and Fuel#</b>	<b>D rive Source</b>	<b>Fuel</b>	
	1	Electric Motor	Electric y	
<b>Hybrid Indicator</b>	No			
<b>Multiple Fuel Storage</b>	--		<b>Multiple Fuel Combustion</b>	--
<b>Fuel Cell Indicator</b>	No		<b>Rechargeable Energy Storage System Indicator</b>	Yes
<b>Rechargeable Energy Storage System</b>	Battery(s)		<b>Rechargeable Energy Storage System, if 'Other'</b>	--
<b>Off-board charge Capable Indicator</b>	Yes			
<b>Odometer Correction -- Initial</b>	430		<b>Odometer Correction Factor</b>	0
<b>Odometer Correction Sign</b>	+ = System Miles is equal to (Test odometer reading * Correction factor) + Initial system miles			
<b>Odometer Correction Units</b>	Kilometers			
<b>Engine Code</b>	1		<b>Rated Horsepower</b>	600
<b>Displacement (liters)</b>	0.01			
<b>Air Aspiration Method</b>	Naturally Aspirated		<b>Air Aspiration Method, if 'Other'</b>	
<b>Number of Air Aspiration Devices</b>	--		<b>Air Aspiration Device Configuration</b>	--
<b>Charge Air Cooler Type</b>	--		<b>Drive Mode While Testing</b>	4-Wheel Drive
<b>Shift Indicator Light Usage</b>	Not equipped		<b>Aged Emission Components</b>	4,000 (mi)
<b>Curb Weight (lbs)</b>	6450		<b>Equivalent Test Weight (pounds)</b>	6500
<b>GVWR (lbs)</b>	--		<b>N/V Ratio</b>	10.1
<b>Axle Ratio</b>	1			
<b>Transmission Type</b>	Automatic		<b># of Transmission Gears</b>	1
<b>Transmission Lockup</b>	No		<b>Creep Gear</b>	No
<b>Dynamometer Coefficients:</b>				
	<b>Target Coefficients</b>			<b>Set Coefficients</b>
<b>Coefficient</b>				<b>EPA Calculated Total Road Load Horse Power for</b>
<b>Category</b>	<b>A (lbf)</b>	<b>B (lbf/mph)</b>	<b>C (lbf/mph**2)</b>	<b>City/Highway/Evap Coefficients</b>
<b>City/Highway/Evap</b>	49.74	0.2019	0.0368	20.2

**Emission Control Device Comments**

Engine Displacement 0.01 is a placeholder, EV displacement 0.00

## Certification Summary Information Report

<b>Test Group</b>	PLEVT00.07NY	<b>Evaporative/Refueling Family</b>	--																											
<b>Manufacturer Test Vehicle Comments</b>	Transmission data is a placeholders, hub motors. Vehicle tested at an ETW of 6710, higher than required, enabling the range to be more representative in actual use.																													
<b>Test #</b>	<b>PLEV10077084</b>	<b>Test Procedure</b>	<b>81 - Charge Depleting UDDS</b>																											
<b>Exhaust Test # for this Evap Test</b>	--	<b>Test Fuel Type</b>	62 - Electricity																											
<b>Test Date</b>	09/02/2022	<b>Fuel</b>	N/A																											
<b>Fuel Batch ID</b>	--	<b>Fuel Calibration Number</b>	--																											
<b>Vehicle Class</b>	N/A	<b>DF Type</b>	Mfr. Assigned																											
<b>Verify Test Lab ID</b>	Transportation Research Center																													
<b>E10 Evaporative Test Measurement Method</b>	--																													
<b>Test Start Odometer Reading</b>	4444	<b>Odometer Units</b>	K																											
<b>4WD Test Dyno</b>	Yes	<b>Diesel Adjustment Factor Usage</b>	--																											
<b>State of Charge Delta</b>	Yes																													
<b>Drive Cycle Speed Tolerance Criteria</b>	Used Part 86 (+/- 2 mph, +/- 1 sec)	<b>Road Speed Fan Usage</b>	No																											
<b>PHEV/EV Charge Depleting Test Information</b>																														
<b>Recharge Event Voltage</b>	240	<b>Recharge Event Energy (kiloWatt-hours)</b>	121.273																											
<b>Charge Depleting Range (Calculated miles)</b>	279.98	<b>Charge Depleting Range (Actual miles)</b>	279.98																											
<b>All Electric Range Unadjusted (miles)</b>	--	<b>Derived 5-Cycle Coefficient Model Year</b>	--																											
<b>Equivalent All Electric Range (miles)</b>	279.98																													
<b>Number of Charge Depleting Bags/Phases Conducted</b>	1	<b>Transition Bag/Phase Number</b>	--																											
<b>Charge Depleting Bag/Phase</b>																														
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6	Manufacturer Fuel Economy	77.8142																												
7	System End State of Charge Watt-hours	0																												
8	System Start State of Charge Watt-hours	0																												
<b>Manufacturer Test Comments</b>	Comment both UDDS and HW tests (test procedure 81 and 84) were actually conducted as the multicycle (MCT) test according to the SAE J1634 test procedure 2012, constant speed @ 55 mph. The constant steady speed operation was performed at 55 mph. The Pre-charge energy from depletion to 99.9% SOC: 121.250 KWH. Number of bags/ phases set to 1 as a placeholder, Recharge AC Watt Hours 121,273 DC energy consumption UDDS1= 396.3 Wh/mi; UDDS2 373.8 Wh/mi; UDDS3 361.0 Wh/mi; UDDS4 354.1 Wh/mi; UDDS weighted = 363.9 Wh/mi; UDDS1 DC discharge energy 2944.8 Wh; MCT UBE energy 101894.7 Wh																													



## Certification Summary Information Report

<b>Test Group</b>	PLEVT00.07NY	<b>Evaporative/Refueling Family</b>	--																											
<b>Test #</b>	<b>PLEV10077085</b>	<b>Test Procedure</b>	<b>84 - Charge Depleting Highway</b>																											
<b>Exhaust Test # for this Evap Test</b>	--	<b>Test Fuel Type</b>	62 - Electricity																											
<b>Test Date</b>	09/02/2022	<b>Fuel</b>	N/A																											
<b>Fuel Batch ID</b>	--	<b>Fuel Calibration Number</b>	--																											
<b>Vehicle Class</b>	N/A	<b>DF Type</b>	Mfr. Assigned																											
<b>Verify Test Lab ID</b>	Transportation Research Center																													
<b>E10 Evaporative Test Measurement Method</b>	--																													
<b>Test Start Odometer Reading</b>	7307	<b>Odometer Units</b>	K																											
<b>4WD Test Dyno</b>	Yes	<b>Diesel Adjustment Factor Usage</b>	--																											
<b>State of Charge Delta</b>	Yes																													
<b>Drive Cycle Speed Tolerance Criteria</b>	Used Part 86 (+/- 2 mph, +/- 1 sec)	<b>Road Speed Fan Usage</b>	No																											
<b>PHEV/EV Charge Depleting Test Information</b>																														
<b>Recharge Event Voltage</b>	240	<b>Recharge Event Energy (kiloWatt-hours)</b>	121.273																											
<b>Charge Depleting Range (Calculated miles)</b>	270.29	<b>Charge Depleting Range (Actual miles)</b>	270.29																											
<b>All Electric Range Unadjusted (miles)</b>	--	<b>Derived 5-Cycle Coefficient Model Year</b>	--																											
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6	Manufacturer Fuel Economy	75.1207																												
7	System End State of Charge Watt-hours	0																												
8	System Start State of Charge Watt-hours	0																												
<b>Manufacturer Test Comments</b>	Comment both UDDS and HW tests (test procedure 81 and 84) were actually conducted as the multicycle (MCT) test according to the SAE J1634 test procedure 2012. The constant steady speed operation was performed at 55 mph. The Pre-charge energy from depletion to 99.9% SOC: 121.250 KWH. Number of bags/ phases set to 1 as a placeholder, Recharge AC Watt Hours 121273 DC energy consumption HWFE1= 386.84 Wh/mi; HWFET2 367.12 Wh/mi; HWFE average= 376.9 Wh/mi																													
<b>Fuel Properties</b>																														

## Certification Summary Information Report

Test Group		PLEVT00.07NY			Evaporative/Refueling Family			--	
Consolidated List of Standards									
Exhaust Standards									
Cert Region		Federal			Cert/In-Use Code			Cert	
Vehicle Class		LDV/Passenger Car			Standard Level			Federal Tier 3 Bin 0	
Fuel		Electricity			Test Procedure			Charge Depleting Highway	
Useful Life	Emission Name	Rounded Result	RAF	NMOG / NMHC	Upward Diesel Adjustment Factor	Downward Diesel Adjustment Factor	Mult DF	Add DF	Std
150,000 miles	CO	--	--	--	--	--	--	0	0
150,000 miles	MFR FE	--	--	--	--	--	--	--	0
Cert Region		Federal			Cert/In-Use Code			Cert	
Vehicle Class		LDV/Passenger Car			Standard Level			Federal Tier 3 Bin 0	
Fuel		Electricity			Test Procedure			Charge Depleting UDDS	
Useful Life	Emission Name	Rounded Result	RAF	NMOG / NMHC	Upward Diesel Adjustment Factor	Downward Diesel Adjustment Factor	Mult DF	Add DF	Std
150,000 miles	CO	--	--	--	--	--	--	0	0
150,000 miles	MFR FE	--	--	--	--	--	--	--	0
Cert Region		California + CAA Section 177 states			Cert/In-Use Code			Cert	
Vehicle Class		LDV/Passenger Car			Standard Level			California ZEV	
Fuel		Electricity			Test Procedure			Charge Depleting UDDS	
Useful Life	Emission Name	Rounded Result	RAF	NMOG / NMHC	Upward Diesel Adjustment Factor	Downward Diesel Adjustment Factor	Mult DF	Add DF	Std
150,000 miles	CO	--	--	--	--	--	--	0	0
150,000 miles	MFR FE	--	--	--	--	--	--	--	0
Cert Region		Federal			Cert/In-Use Code			Cert	
Vehicle Class		LDV/Passenger Car			Standard Level			Federal Tier 3 Bin 0	
Fuel		Electricity			Test Procedure			Cold CO	
Useful Life	Emission Name	Rounded Result	RAF	NMOG / NMHC	Upward Diesel Adjustment Factor	Downward Diesel Adjustment Factor	Mult DF	Add DF	Std
150,000 miles	CO	--	--	--	--	--	--	0	0

## Certification Summary Information Report

<b>Test Group</b>		PLEVT00.07NY			<b>Evaporative/Refueling Family</b>			--	
<b>Cert Region</b>		California + CAA Section 177 states			<b>Cert/In-Use Code</b>			Cert	
<b>Vehicle Class</b>		LDV/Passenger Car			<b>Standard Level</b>			California ZEV	
<b>Fuel</b>		Electricity			<b>Test Procedure</b>			Charge Depleting Highway	
<b>Useful Life</b>	<b>Emission Name</b>	<b>Rounded Result</b>	<b>RAF</b>	<b>NMOG / NMHC</b>	<b>Upward Diesel Adjustment Factor</b>	<b>Downward Diesel Adjustment Factor</b>	<b>Mult DF</b>	<b>Add DF</b>	<b>Std</b>
150,000 miles	CO	--	--	--	--	--	--	0	0
150,000 miles	MFR FE	--	--	--	--	--	--	--	0

## Certification Summary Information Report

Test Group		PLEVT00.07NY	Evaporative/Refueling Family		--
Glossary					
Useful Life					
4	4,000 miles		120	120,000 miles	
50	50,000 miles		150	150,000 miles	
100	100,000 miles				
Emission Name					
HC-TOTAL	Total Hydrocarbon		METHANOL	CH3OH - Methanol	
CO	Carbon Monoxide		N2O	Nitrous Oxide	
CO2	Carbon dioxide		SPITBACK	Spitback Hydrocarbon in grams	
CREE	Carbon-Related Exhaust Emissions		AMP-HRS	Integrated Amp-hours	
OPT-CREE	Optional Carbon-Related Exhaust Emissions		START-SOC	System Start State of Charge Watt-hours	
NOX	Nitrogen Oxide		END-SOC	System End State of Charge Watt-hours	
PM	Particulate Matter		ACT-DISTANCE	Actual Distance Driven (miles)	
PM-COMP	SFTP Composite Particulate Matter		AS-VOLT	Average System Voltage	
HC-NM	Non-methane Hydrocarbon		CO2 BAG 1	Bag 1 Carbon Dioxide	
OMHCE	Organic material Hydrocarbon Equivalent		CO2 BAG 2	Bag 2 Carbon Dioxide	
OMNMHCE	Organic material non-methane HC equivalent		CO2 BAG 3	Bag 3 Carbon Dioxide	
NMOG	Non-methane organic gases		CO2 BAG 4	Bag 4 Carbon Dioxide	
HCHO	Formaldehyde		NMOG+NOX	Non-methane organic gases plus Nitrogen Oxides	
H3C2HO	Acetaldehyde		NMOG+NOX-COMP	SFTP Composite Non-methane Organic Gases + Nitrogen Oxides	
HC-NM+NOX	SFTP Non-methane Hydrocarbon + Nitrogen Oxides for US06 or SC03		DT-IWRR	Drive Trace Inertia Work Ratio Rating	
HC-NM+NOX-COMP	SFTP Composite Non-methane Hydrocarbon + Nitrogen Oxides		DT-ASCR	Drive Trace Absolute Speed Change Rating	
CO-COMP	SFTP Composite Carbon Monoxide		DT-EER	Drive Trace Energy Economy Rating	
ETHANOL	C2H5OH - Ethanol		COMB-CREE	Combined Carbon-Related Exhaust Emissions	
FE BAG 1	Bag 1 Fuel Economy		COMB-OPT-CREE	Combined Optional Carbon-Related Exhaust Emissions	
FE BAG 2	Bag 2 Fuel Economy		HC-TOTAL-EQUIV	Total Hydrocarbon equivalent - Evap only	
FE BAG 3	Bag 3 Fuel Economy		METHANE-COMB	Combined CH4 for HD 2b/3 vehicles only	
FE BAG 4	Bag 4 Fuel Economy		N2O-COMB	Combined Nitrous Oxide for HD 2b/3 vehicles only	
MFR FE	Manufacturer Fuel Economy		LEAK-DIA	Effective Leak Diameter (inches)	
HC	Hydrocarbon for Running Loss and ORVR		LEAK-GAS CAP	Gas Cap Leakage (cc/min)	
METHANE	CH4 - Methane		CO2-COMB	Combined Carbon Dioxide for HD 2b/3 Vehicles Only	
Certification Region					
CA	California + CAA Section 177 states		FA	Federal	
Exhaust Emission Standard Level					
B1	Federal Tier 2 Bin 1		L3ULEV340	California LEV-III ULEV340	
B2	Federal Tier 2 Bin 2		L3ULEV250	California LEV-III ULEV250	
B3	Federal Tier 2 Bin 3		L3ULEV200	California LEV-III ULEV200	
B4	Federal Tier 2 Bin 4		L3SULEV170	California LEV-III SULEV170	
B5	Federal Tier 2 Bin 5		L3SULEV150	California LEV-III SULEV150	

## Certification Summary Information Report

Test Group		PLEVT00.07NY	Evaporative/Refueling Family		--
B6	Federal Tier 2 Bin 6		L3LEV630	California LEV-III LEV630	
B7	Federal Tier 2 Bin 7		L3ULEV570	California LEV-III ULEV570	
B8	Federal Tier 2 Bin 8		L3ULEV400	California LEV-III ULEV400	
B9	Federal Tier 2 Bin 9		L3ULEV270	California LEV-III ULEV270	
B10	Federal Tier 2 Bin 10		L3SULEV230	California LEV-III SULEV230	
B11	Federal Tier 2 Bin 11		L3SULEV200	California LEV-III SULEV200	
HDV1	HDV1 (Federal HD chassis Class 2b GVW 8501-10000)		T3B160	Federal Tier 3 Bin 160	
HDV2	HDV2 (Federal HD chassis Class 3 GVW 10001-14000)		T3B125	Federal Tier 3 Bin 125	
L2	California LEV-II LEV		T3B110	Federal Tier 3 Transitional Bin 110	
L2OP	California LEV-II LEV Optional		T3B85	Federal Tier 3 Transitional Bin 85	
U2	California LEV-II ULEV		T3SULEV30	Federal Tier 3 Transitional LEV-II SULEV30 Carryover	
S2	California LEV-II SULEV		T3B70	Federal Tier 3 Bin 70	
ZEV	California ZEV		T3B50	Federal Tier 3 Bin 50	
OT	Other		T3B30	Federal Tier 3 Bin 30	
T1	Federal Tier 1		T3B20	Federal Tier 3 Bin 20	
PZEV	California PZEV		T3B0	Federal Tier 3 Bin 0	
L2LEV160	California LEV-II LEV160		HDV2B395	Federal Tier 3 HD Class 2b Transitional Bin 395	
L2ULEV125	California LEV-II ULEV125		HDV2B340	Federal Tier 3 HD Class 2b Transitional Bin 340	
L2SULEV30	California LEV-II SULEV30		HDV2B250	Federal Tier 3 HD Class 2b Bin 250	
L2LEV395	California LEV-II LEV395		HDV2B200	Federal Tier 3 HD Class 2b Bin 200	
L2ULEV340	California LEV-II ULEV340		HDV2B170	Federal Tier 3 HD Class 2b Bin 170	
L2LEV630	California LEV-II LEV630		HDV2B150	Federal Tier 3 HD Class 2b Bin 150	
L2ULEV570	California LEV-II ULEV570		HDV2B0	Federal Tier 3 HD Class 2b Bin 0	
L3LEV160	California LEV-III LEV160		HDV3B630	Federal Tier 3 HD Class 3 Transitional Bin 630	
L3ULEV125	California LEV-III ULEV125		HDV3B570	Federal Tier 3 HD Class 3 Transitional Bin 570	
L3ULEV70	California LEV-III ULEV70		HDV3B400	Federal Tier 3 HD Class 3 Bin 400	
L3ULEV50	California LEV-III ULEV50		HDV3B270	Federal Tier 3 HD Class 3 Bin 270	
L3SULEV30	California LEV-III SULEV30		HDV3B230	Federal Tier 3 HD Class 3 Bin 230	
L3SULEV20	California LEV-III SULEV20		HDV3B200	Federal Tier 3 HD Class 3 Bin 200	
L3LEV395	California LEV-III LEV395		HDV3B0	Federal Tier 3 HD Class 3 Bin 0	
<b>Transmission Type Code</b>					
AMS	Automated Manual- Selectable (e.g. Automated Manual with paddles)	M	Manual		
A	Automatic	OT	Other		
AM	Automated Manual	SA	Semi-Automatic		
CVT	Continuously Variable	SCV	Selectable Continuously Variable (e.g. CVT with paddles)		
<b>Drive System Code</b>					
4	4-Wheel Drive	P	Part-time 4-Wheel Drive		
F	2-Wheel Drive, Front	A	All Wheel Drive		
R	2-Wheel Drive, Rear				

**Certification Summary Information Report**

Test Group		PLEVT00.07NY	Evaporative/Refueling Family		--
Additional Terms and Acronyms					
AFC	Alternative Fuel Converter		ICI	Independent Commercial Importer	
CSI	Certificate Summary Information		ORVR	Onboard Refueling Vapor Recovery	
DF	Deterioration Factor		SIL	Shift Indicator Light	
Evap	Evaporation, Evaporative		Trans	Transmission	

## **16.0 Federal Requirements**

### **16.1 Request for COC**





**Mr. David Wright  
Certification Division Mobil Source Pollution Control  
U.S. Environmental Protection Agency  
2000 Traverwood Drive  
Ann Arbor, Michigan  
48105**

**David Baker  
Lordstown Motors, Corp.  
38555 Hills Tech Drive  
Farmington Hills, MI  
48331**

September 22, 2022

Dear Mr. Wright,

Subject: Request for Certificate of Conformity – Lordstown Motors 2023 Test Group PLEV00.07NY

Lordstown Motors, Corp. requests that EPA issue a certificate of conformity for the subject test group. Attached is the Part 1 Application for Certification for the 2023 model year battery electric powered light-duty trucks (LDT4) contained in Lordstown Motors 50 state (Federal/CA) test group.

Lordstown Motors believes that the test group complies with all applicable regulations contained within 40 C.F.R. Parts 85, 86, and 600 and the applicable California Amendments of the EPA regulations it has incorporated and Title 13 of the California Code of Regulations. This test group complies with Federal Tier 3 Bin 0 and California ZEV.

Lordstown Motors wishes to obtain a conditional certificate of conformity (COC) under the provisions of 86.1835-01 (d).

The ARB executive order for this test group will be forwarded to you when it becomes available.

Your timely review and issuance of the certificate will be greatly appreciated.

Sincerely,

*DS Baker*

David Baker, Director

## 16.2 Request for EO



**LORDSTOWN**

Mr. Allen Lyons, Chief  
Emissions Compliance, Automotive Regulations  
and Science Division  
9480 Telstar Avenue, Suite 4  
El Monte, California 91731

David Baker  
Lordstown Motors, Corp.  
38555 Hills Tech Drive  
Farmington Hills, MI  
48331

August 29, 2022

Dear Mr. Lyons,

Subject: Request for Executive Order - Lordstown Motors 2023 Test Group-PLEVT00.07NY

Lordstown Motors, Corp. requests that ARB issue an executive order for the subject test group. Attached is the Part 1 Application for Certification for the 2023 model year battery electric powered light-duty trucks (LDT4) contained in Lordstown Motors 50 state (Federal/CA) test group.

Lordstown Motors believes that the test group complies with all applicable regulations contained within 40 C.F.R. Parts 85, 86, and 600 and the applicable California Amendments of the EPA regulations it has incorporated and Title 13 of the California Code of Regulations. This test group complies with Federal Tier 3 Bin O and California ZEV.

The EPA certificate of conformity for this test group will be forwarded to you when it becomes available.

Your timely review and issuance of the certificate will be greatly appreciated.

Sincerely,

David Baker  
Director, Certification and Homologation

## **17.0 California ARB Information, Statements**

### **17.1 California Compliance Statements Production Vehicle same as Test Vehicle Statement**

The production vehicles represented by this test group will be in all material respects of the same design as those for which vehicle approval is granted.

### **17.2 Labelling Durability Statement**

The labeling required pursuant to 40 CFR 86.082-35 and Section 1965, Chapter 3, Title 13 of the California Administrative code and described in Section 10 of this application will conform with the requirements specified in the California Motor Vehicle Tune-Up Label Specifications and is designed to comply with the durability requirements of those specifications.

### **17.3 Drivability Statement**

Vehicles for which certification is requested have drivability and performance characteristics that satisfy our customary drivability and performance requirements for vehicles sold in the United States.

### **17.4 Fill Pipe Specifications**

Not Applicable

### **17.5 Evaporative Emission Deterioration Program**

Not Applicable

### **17.6 Assembly line NMOG / NMHC Factor**

Not Applicable

### **17.7 Continuity of Emissions**

Not Applicable

### **17.8 Lubricants**

All lubricants to be used in test vehicles comply with applicable regulations. There are no differences between proposed vehicle lubricants and proposed production vehicle lubricants.

## **17.9 Test Facility and Equipment**

The facility and equipment to be used for mileage accumulation and emission testing comply with all applicable regulations.

## **17.10 Diagnostic Procedures**

In the event that unscheduled maintenance is required on one of the certification test vehicles might become necessary, Lordstown Motors uses the service diagnostic system.

## **17.11 Procedures for Evaluating Drivability**

### **17.12 Alternate Procedure**

### **17.13 Blanket Approval List**

## **17.14 Fuel Economy and Environment Label**

Lordstown Motors affixes the Federal Fuel Economy and Environment Label in accordance with 40 CFR Parts 85, 86, and 600 as promulgated on July 6, 2011 (in lieu of CA EP Labels)

## **17.15 Projected Sales**

## **17.16 Certification Short Test (CST), High Altitude Testing and Idle CO Testing**

## **17.17 Method for Calculation of CO2 Equivalent Value & GHG score**

California ZEV Credits

$$\text{ZEV Credit} = (0.01) * (\text{UDDS range}) + 0.50$$
Must have at least 50 miles range. Maximum of 4.00 credits per ZEV.

## **17.18 Compliance Fee Final Invoice**

STATE OF CALIFORNIA  
CALIFORNIA ENVIRONMENTAL PROTECTION AGENCY  
CALIFORNIA AIR RESOURCES BOARD  
MOBILE SOURCE CERTIFICATION AND COMPLIANCE FEE PAYMENT FORM FOR ON-ROAD APPLICATIONS ONLY

CARB USE ONLY

Invoice Name	MSF220161
Invoice Date	Sep21,2022

COMPANY INFORMATION

Company Name	Lordstown EV Corporation
Address	2300 Hallock-Young Rd
City	Lordstown
State	Ohio
Zip	44481
Country	United States
Contact Name	Rebecca Hooper
Contact Telephone Number	9544156556
Contact Email	rebecca.hooper@lordstownmotors.com
CARB Customer Number	CCF000557

APPLICATION INFORMATION

Payment Row Number	Product Description or File Name	Model Year/Calendar Year	Unique Application Identifier: Test Group, Engine Family, Trailer Family, Vehicle Family, ZEP Family, if applicable (ID listed in payment row must match the unique identifier given to the certification application)	Category Type	Fee Type	Amount
1	CBI PLEV00.07NY APPIPT1	Model Year 2023	PLEVT00.07NY	Light-duty vehicle test group and medium-duty vehicle test group	Zero-Emission	\$11,627.00

Total Due: \$11,627.00

I, \_\_\_\_\_, attest that any information provided is true, accurate, and complete.  
(Responsible Party Signature Here)